

## Portland Fish Notes.

Unless all signs fail, according to the Portland fish dealers, there would be rough weather outside yesterday and the fishing fleet would not be able to go out to the grounds. Late Monday afternoon, it was reported that the glass was going down and clouds were coming up as if for a heavy blow. Should the predicted bad weather come, then there would surely be a scarcity of fish. The market at present is fairly well supplied, but it isn't over-stocked and plenty more could be handled if they came in. A goodly quantity of fish was unloaded Monday at Commercial wharf. The majority of the fleet came in Saturday night before the storm and when the fish houses opened for business Monday, the fares went quickly. J. W. Trefethen bought the following trips: Rena A. Percy, 25,000, Watauga, 2500, Fanny Hayden, 5000, Hobson, 2000, Lizzie May, 4000, Marjorie Turner, 2000, Angie B. Watson, 7000. The sloop Laconia with 2500 sold to John Lovett & Co. In addition to these fares, the small boats brought in about 6000 pounds. The Sherman Banner had 2200. While the amount of fish brought in was over 50,000 pounds, it was not too much for the market for a goodly quantity was sold to Boston. The Hub reported Monday over the telephone that only an average amount of fish had been brought into that port as the greater part of the fleet had stayed inside over the Christmas holidays.

The fishing sloop Crusader about which some anxiety had been felt, arrived Monday with 100 pounds of fish. She lay at Long Island during the storm and came up the harbor Monday.

## Making Lubricating Oil from Dogfish Livers.

The dogfish reduction works at Clark's Harbor, N. S., have made such a success in making lubricating oil from dogfish livers that they have been receiving good orders for next season's delivery from firms which have tried the oil.

Dec. 29.

## NO FROST AT BAY OF ISLANDS.

## Catch of Herring There Is Reported Good.

Latest advices from Bay of Islands, N. F., report still no frost there. Vessels are still loading salt herring and sch. George Parker, Capt. C. Wesley Farmer, is loaded and about ready to sail for home. The catch of herring is reported to continue good.

Schs. T. M. Nicholson, Elizabeth N. and Lizzie Griffin have all arrived at Bay of Islands, and sch. Smuggler has arrived at Bonne Bay. The quality of herring secured at Bay of Islands is good and those who have secured loads there are indeed fortunate.

Sch. James A. Garfield, bound for Bay of Islands, N. F., from this port, has arrived safely at Louisburg, C. B. She was out in the big gale, but went out all right.

Sch. Arbutus, bound for Bay of Islands, N. F., harbored at North Sydney, C. B. She went out and had to return on account of the bad weather.

Sch. Harry A. Nickerson sailed from here yesterday, bound for Bay of Islands, N. F., on a herring trip.

Dec. 29.

## Fishing Fleet Movements.

Capt. John G. Stream is fitting sch. Juno for halibuting.

Sch. Selma will begin to fit out for halibuting under command of Capt. Charles Colson, on Monday.

Capt. Fred Thompson will now begin to fit out sch. Dictator for halibuting.

## TWO EASTERN HANDLINERS

## And One Vessel From Boston the Only Arrivals.

Arrivals here this morning are confined to two eastern deck handliners and one craft down from Boston with a few salt fish. Several of the Newfoundland salt herring fleet are expected along before the close of the week.

Sch. Jennie B. Hodgdon, Capt. Charles Flygore, from Quero bank, has a fine fare, 80,000 pounds of salt cod, certainly a dandy deck handline catch. Sch. Agnes, from the same kind of fishing, has 30,000 pounds of salt cod. This craft was bothered by having to put in at a Nova Scotia port to repair a leak about the deck. Sch. Teazer brought down 8000 pounds of salt cod from Boston.

## Today's Receipts.

Sch. Jennie B. Hodgdon, Quero Bank, deck handlining, 80,000 lbs. salt cod.

Sch. Agnes, Quero Bank, deck handlining, 30,000 lbs. salt cod.

Sch. Teazer, via Boston, 8000 lbs. salt cod.

Sch. Tartar, via Boston.

## Vessels Sailed.

Sch. Harry A. Nickerson, Newfoundland herring trip.

Sch. Walter P. Goulart, shore.

Sch. Ida S. Brooks, shore.

Sch. Emily Cooney, shore.

Sch. Flora J. Sears, shore.

Sch. Ida M. Silva, shore.

Sch. Emily Sears, pollock.

Sch. Catherine D. Enos, shore.

Sch. Mooween, halibuting.

Sch. Senator, halibuting.

Sch. Thomas S. Gorton, haddock.

Sch. Mary F. Curtis, haddock.

## Today's Fish Market.

Fresh halibut, 14 cts. per lb. for white and 11 cts. per lb. for gray.

Board of trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

Dec. 30.

## PENSACOLA FISH NOTES.

The fishing companies at Pensacola, Fla., are doing well these days. Saunders & Co., recently received 36 tons of fish mostly red snappers. The smacks and their catches were: Henrietta G. Martin, 15,000 pounds; Clara M. Littlefield, 20,000 pounds; Clara R. Harwood, 20,000 pounds; Minnie W., 2,000 pounds; Kwasind, 24,000 pounds. While all of them reported good catches, they had something to report on the weather. The Harwood was damaged about the bow and will have to make repairs before again seeking the snapper banks. Skillful seamanship saved the other vessels from damage.

The fishing smack Sea 'em of Pensacola, which went ashore and was slightly damaged during a recent storm returned to Pensacola where it was found the damage was slight. Repairs were made and the vessel put back to the snapper banks.

## MARKET BOATS HAVE FINE TRIPS.

## Haddock and Cod Near \$5 Mark In Boston.

None of the big off-shore crafts put in appearance at T wharf today, which shows that they have had no fish weather to the eastward, since the sch. Lizzie M. Stanley made her four sets off Sant D'Esprit last week. At the wharf this morning were 18 of the market boats, about all of them with fine trips.

Many of the latter struck good single sets while some had the result of two sets on board. They all found a ready, strong market and good prices.

The feature of the morning was the arrival from Provincetown of sch. Matchless, one of the crafts laying up for a time, with 100 boxes, 60 barrels and several packages of fresh fish, representing the catch of the Provincetown boat fishermen, which had been piling up since the storm, and which they had not been able to ship by rail as the road is not yet open. These were all new goods, and added to what the boats brought, made a fine supply of new fish for the dealers.

Haddock and cod were handy to the \$5 mark and hake and pollock were well up, while even cusk rose to a good figure.

The receipts in detail are:

## Boston Arrivals.

Sch. Warren M. Goodspeed, 7000 haddock, 300 pollock.

Sch. Motor, 6000 haddock, 500 cod, 500 hake.

Sch. Walter P. Goulart, 4500 haddock, 1000 cod, 1000 hake, 4000 pollock.

Sch. Margaret Dillon, 9000 haddock, 1000 cod, 1000 hake, 1000 cusk, 5000 pollock.

Sch. Mary B. Greer, 7000 haddock, 1000 cod, 5000 pollock.

Sch. Matchless, 100 boxes and 60 barrels of fresh fish from Provincetown.

Sch. Manomet, 6000 haddock, 3000 cod, 4000 hake, 5000 pollock.

Sch. Elva L. Spurling, 8000 haddock, 2000 cod, 1000 pollock.

Sch. Hortense, 3000 haddock, 1000 cod, 2000 hake, 4000 cusk.

Sch. Ethel B. Penney, 7000 haddock, 3000 cod, 2000 hake, 2000 pollock.

Sch. Valentinna, 3000 haddock, 1500 cod, 1000 hake.

Sch. Pontiac, 5000 haddock, 1000 cod, 4000 hake.

Sch. Nettie, 1000 haddock, 500 cod.

Sch. Hattie F. Knowlton, 1800 haddock, 300 cod, 1400 hake.

Sch. Diana, 600 haddock, 400 cod.

Sch. Dixie, 2500 pollock.

Sch. Rebecca, 14,000 fresh fish.

Haddock, \$4.75 to \$4.85 per cwt.; large cod, \$4.75 to \$5; market cod, \$4; hake, \$3 to \$4; pollock, \$3 to \$3.25; cusk, \$2.

## Portland Fish Notes.

The heavy blow that was expected by a number of the fishermen did not come Tuesday and the greater part of the local fishing fleet left port. The vessels began to bait their trawls as soon as they had discharged their fares Monday forenoon so that at daylight Tuesday they were on their way outside. The fish market is not over-supplied with stock and prices are firm.

Considerable excitement was occasioned on Commercial wharf Monday night about 10 o'clock when the fishing schooner Fanny Reed came very near meeting with serious trouble. The Reed came in Sunday with a fare of fish and was laying at the west side of the wharf, all baited, with the intention of starting out early Tuesday morning for the fishing ground. Some of the crew were on board and had turned in for the night when hearing a noise overhead they rushed on deck and found that with the rising tide the schooner's bowsprit had got caught under the wharf and was wedged fast. The crew failing to start the schooner in spite of the most vigorous efforts, Capt. Frank Reed of the tug Ben Hur, who has sleeping quarters on the water boat Rushlight, was called on for help and with the aid of Capt. George Perkins, engineer of the tug Startle, steam was got up on the latter tug and after a good long pull the schooner was released from her dangerous position and moved to safer moorings without injury. When the tug arrived on the spot the schooner's bow was well down under the wharf, with her stern sticking up in the air, and a few minutes' delay would have occasioned serious injury.



## SMOKE HERRING AT NEWFOUNDLAND.

### Boston Fish Dealer Outlines Scheme to Premier Morris.

Frank J. Carter of Boston, who is engaged in the fish business and secures his fish mostly on the west coast of Newfoundland is very much in the lime light at present. Just now he has a big plan on hand, and one which means a great deal one way or another to both Newfoundland and this port, if it comes to maturity.

It is nothing more or less than the establishment at the various herring producing bays of the southern and western coast of Newfoundland of great smoke houses, so that the herring, halibut and other products can be put up right there, and shipped as a Newfoundland product, to the American market and all the world, incidentally, putting Gloucester out of the running as the premier salt and smoked herring producing place.

The plan is for a company with a capital of \$200,000, and most of the capital to be raised in Boston. Already Mr. Carter has been to St. John's with his project by invitation of Premier Morris, and has also met the latter official by appointment and discussed the plan.

#### Carter Well Known and Well Informed In the Fishing Business.

Everybody in the fish business in this city, from the biggest vessel owners to the everyday fishermen, who go to Newfoundland in the winter and fall, knows Frank Carter. He hails from Boston, and is also well known to the fish concerns there, and is also right at home at any bay or inlet on the west coast of Newfoundland. He knows the herring and codfisheries and the business connected therewith from A to Z, and is quite an authority on Newfoundland fish laws and local regulations.

In speaking of Mr. Carter's visit and its object, the St. John's, N. F., Chronicle of recent date says this:

"By yesterday's express, Frank J. Carter of Boston arrived in this city. He came from Bonne Bay at the invitation of the premier, to discuss with him the possibility of establishing in Newfoundland some smoke-houses, in order to put up our own

herring, smoked, for the American market.

"Mr. Carter has been engaged in the fisheries of Newfoundland for a considerable number of years and is at present engaged at Bonne Bay in putting up boneless codfish and pickled fish, for foreign markets. He has exported the boneless codfish successfully, to the United States, Portugal and England, in various quantities, and has been more than successful in his operations, realizing prices to justify a much larger development in this direction.

#### Boston Will Furnish Capital for the Experiment.

"After a very long interview with the premier, yesterday, he now proposes to establish at Fortune Bay, Bay of Islands and Bonne Bay, smoke-houses to smoke our herring, cod, flounders, turbot and halibut, putting them up in the most attractive forms for the consumers abroad. Mr. Carter will make the most of his time while in the city, and today, with Inspector O'Reilly, will call upon some of our leading merchants, and discuss with them the possibilities of his venture, with a view to seeing if they will be prepared to put some money into the enterprise. The greater portion of the capital of the new company will, however, be raised in Boston. When fully established, the capital of the company will be somewhere in the neighborhood of \$200,000. It will be a purely local concern, and will establish itself in various points of Newfoundland.

"The first of the fish will be put up next year, probably during September. What the exact output will be, Mr. Carter is at present unable to say, but he thinks that during the second year, when the factories are fully in operation, they ought to be able to handle at least 100,000 barrels of herring.

"We can only hope that this venture will be a success. After all, this is really the way to solve the Gloucester difficulty. Had we smoke-houses for the cure of our herring established in the country years ago, enabling us to smoke our herring, instead of allowing it to leave the country to be smoked in Gloucester, we never should have had an American question."

Dec. 30.

## LAW ON FISHING THROUGH THE ICE.

### Some Points the Fishermen Will Do Well to Bear in Mind.

The state board of fish and game commissioners have sent to Deputy Edward J. Cogan, who has charge of the Newburyport district, instructions concerning fishing through the ice with the request that the law be enforced to the letter. The commissioners desire that all those who fish through the ice acquaint themselves with the law, especially in regard to fishing with more than 10 traps.

Under the law each person is allowed ten traps and will be liable to a fine for every trap exceeding that number. If more than one person is fishing, all must separate their traps so that the 10 or less can be distinguished. Each man must attend to his own ten traps and cannot fish with traps that are being used by any other person. In past years this part of the law was not enforced, but orders have been issued to enforce the law so that a man who is fishing with 10 traps will

not be troubled by outsiders, who sometimes spoil a person's enjoyment by running to the traps and frightening the fish away.

Too many complaints have been received about the illegal killing of game by the use of traps and in this case it is probable that the guilty persons do not understand the laws covering trapping. Traps set for muskrats and other animals not protected by law, hold the owners liable if any game protected by law is caught in these traps. Some hunters do not understand some of the points in the law relative to licenses. Many hunters think their licenses are good for one year from the time of issue, but in this case the license expires on December 31, and a new one must be taken out after that date.

## TWO HERRING VESSELS ARRIVE.

### Also One From Quero and One From Western Bank.

This morning finds two of the Newfoundland fleet here, also one of the steam netters and an eastern deck handliner. A big fleet of the shore boats, which went out yesterday, came back last night, the rising wind and snow squalls sending them scurrying to port this morning. Some of them got sets yesterday and about all will make another dip before going to market. They all anchored in the outer harbor and will go out again today if things look right.

Schs. Corona and Maxine Elliott bring salt herring cargoes from Bay of Islands, and sch. Arabia, Capt. Frank Enslo, from an eastern deck handlining trip, has a nice fare, 60,000 pounds of salt cod. Yesterday afternoon the steam netter Nomad brought in 1500 weight of fresh fish.

At noon today, the big knockabout sch. Benjamin A. Smith, Capt. James D. Goodwin, shot in from Western Bank, with a fine trip, 60,000 pounds of fresh fish.

The arrivals and receipts in detail are:

#### Today's Receipts.

Sch. Maxine Elliott, Bay of Islands, N. F., 1300 bbls. salt herring, 101 bbls. pickled herring.

Sch. Corona, Bay of Islands, N. F., 1300 bbls. salt herring, 137 bbls. pickled herring.

Steamer Nomad, shore, 1500 lbs. fresh fish.

Sch. Arabia, Quero Bank, 60,000 lbs. salt cod.

Sch. Benjamin A. Smith, Western Bank, 60,000 lbs. fresh fish.

Sch. Actor, shore.

Sch. Emily Sears, shore.

Sch. Clara G. Silva, shore.

Sch. Emily Cooney, shore.

Sch. Flora J. Sears, shore.

Sch. Ida L. Brooks, shore.

Sch. Mary DeCosta, shore.

Sch. Maud F. Silva, shore.

Sch. Pauline, shore.

Sch. Ralph Russell, shore.

Sch. Stranger, shore.

Sch. Ellen C. Burke, via Boston.

Sch. Rose Standish, via Boston.

#### Vessels Sailed.

Sch. Ingomar, haddocking.

Sch. John J. Fallon, haddocking.

#### Today's Fish Market.

Fresh halibut, 14 cts. per lb. for white and 11 cts. per lb. for gray.

Board of trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

#### Salt Fish Market.

Says the Fishing Gazette:

"The market for mackerel is quiet, though the outlook for higher prices is said to be good. There are considerable stocks of Norways on the other side ready to be moved when conditions in the United States improve.

"Codfish is firm, and the general export trade is showing improvement.

"Fish are higher in Newfoundland than they have been for three years.

"Consumption in Oporto last week was very large, as that stocks are further reduced and there is some improvement in prices.

"At Patras the demand is slow, owing to the quantity of French fish selling at low prices. To date 32,632 qtls. Labrador in bulk and 1,800 casks have been landed in Patras and 5,800 qtls. in Kalamata."



Dec. 30.

# HAGUE HEARING POSTPONED.

## Question of Three Mile Limit In Dispute.

An Ottawa dispatch says that at the request of the United States government, the date for the hearing at The Hague, of the case in regard to the rights of United States fishermen, in Newfoundland and Canadian waters, in the North Atlantic, has been postponed for six weeks from the original date set, April 14.

The postponement was sought to give the United States government further time to prepare its case.

The dispatch also says that the whole dispute hinges on the question whether the three mile territorial limit, now accepted as being the limit of jurisdiction along the shore line, shall be measured out from a straight line connecting the various headlands or whether it shall follow the sinuosities of the coast.

Dec. 30.

# FROZEN HERRING NEEDED FOR BAIT

## Will Also Be In Demand For Food In Lent.

Latest advices from Bay of Islands, N. F., are to the effect that up to yesterday there had been no frost. Skippers now home here look for an open winter and say that the steamer reports from the northward bear them out in their opinion. Several crafts are on the way with salt herring cargoes and should be along soon.

The local bait supply, or the shortage of the same rather, makes frozen herring look pretty good. Frozen shore herring are almost out of the question and bluebacks are getting shy, as many are held on orders and even Provincetown and Portland are trying to get some from here. There seems to be a good supply of frozen squid, but herring and bluebacks are light indeed in supply. The wise ones figure that Newfoundland herring for bait will cut quite a figure, especially as the early coming of Lent will make an early demand for these goods for food consumption, and it is known that many of the bankers, as well as the salt and fresh shackers are figuring on early starts this spring.

Dec. 30.

## Provincetown Fishermen Cannot Ship Their Catch.

The railroad men say that they don't believe that trains will be running into Provincetown before next week, and that for the first time in the history of the railroad entering the tip end town of Cape Cod, the place will have to be without train service for a week. Provincetown fishermen are piling up a big stock of fish. Without the regular daily freight train, the fishermen are unable to send their catches to market, and it will mean a heavy loss to them unless the train service is soon restored.

## Sch. Charles Levi Woodbury Forfeited.

The American fishing schooner Charles Levi Woodbury, of Port Townsend, Wash., formerly of this port, which was seized April 18 on the Scottish group by the steamer Kestrel after a lively chase and many shots, was forfeited to the crown in the admiralty court at Vancouver, B. C., yesterday, for fishing within the three-mile limit.

Nothing about the chase or the shots was said in court.

Dec. 31.

# WILL GO TO WASHINGTON.

## Committee Will Confer Regarding Fisheries Case.

A committee from the Board of Trade will visit Washington, January 17, and confer with Mr. Anderson, agent for the United States at The Hague Tribunal and inform him and the other United States counsel relative to the fishery interests of this country, as the question which has so long been pending between this country and the United States has been referred to The Hague for adjustment.

Originally this date was fixed for January 4, but owing to some unforeseen circumstances and the postponement of the consideration of the subject by The Hague six weeks from the date decided upon at the request of the United States, it was convenient, for the postponement of the visit of the Gloucester men to Washington.

Congressman Gardner has been looking after the interests of the Gloucester people at Washington.

In regard to the matter he sent the following letter to Thomas J. Carroll, president of the Board of Trade:

Washington, D. C., Dec. 14, 1909.

To the President of the Board of Trade, Gloucester, Mass.:

Dear Sir:—It has been suggested by Mr. Anderson, agent of the United States before The Hague Tribunal, that it would be advisable for a committee of your body to visit Washington for the purpose of a discussion with the full board of counsel of some of the phases of the fishery question, now before The Hague Tribunal.

Subject to your approval, I have agreed to the date of January 4, 1910. Mr. Anderson feels that it would be desirable that your committee should be composed so as to represent all parties to the American side of the question. For instance, owners, skippers and packers should participate. I gather that Mr. Anderson wishes all our counsel to meet a committee, composed on somewhat the same lines as the committee, which interviewed me last Memorial Day, relative to questions affecting seamen discharged in foreign ports. Kindly advise me, as to whether or not the date, January 4, is suitable, and let me know how many gentlemen may be expected to appear.

Very truly yours,

A. P. GARDNER.

The committee will be made up of Collector William H. Jordan, Thomas J. Carroll, Benjamin A. Smith, Hon. Sylvanus Smith, Frank C. Pearce, Fred L. Davis, Capt. Carl Young and William F. Moore.

Dec. 31.

## EIGHT DAYS IN OPEN BOAT.

### Leak in Gasoline Tank Exhausted Fishermen's Fuel.

Without food for eight days and for 12 hours at the mercy of the waves off Nantasket in a disabled motor fishing boat, John Brown of East Boston was cast ashore at Waveland yesterday and crawled on his hands and knees to a primitive half-way house put up by the Hull life-savers' patrol.

He had attempted to make the trip from Plymouth to Boston in his small boat, but a leak in the gasoline tank caused his fuel to give out and he was driven ashore. When the boat struck on the beach, Bovine, who was chilled to the marrow, barely managed to crawl into the life-savers' shelter hut.

Too exhausted by his struggles with the waves and cold to recover strength, he lay stretched out on the floor of the cold bare room until a life-savers' patrol happened to glance in and saw him there.

He was taken to the life saving station and Capt. Storror and his men worked for hours until he was able to eat a little food. Although almost starved he had become so weak that he could eat at first with difficulty, but he finally recovered from his frightful experience.

Dec. 31.

# NETTERS TAKE SPAWN FISH.

## Maine Fishermen Claim Supply is Menaced.

There is a feeling that so long as fishermen continue the use of nets for catching cod, so long it will be necessary for the United States government to continue the collection and distribution of seed spawn along the coast, so that the codfishing industry may be maintained. They argue that had the fishermen stuck to their trawls and handlines, there never would have been any need for artificial hatching, for few spawn-bearing fish would have been caught.

They claim unless the government took the matter in hand it would be a question of but a few years when there would be no cod along the shores. The business which gives independent employment to so many of the men of the coast towns, with their little boats, driven by gasoline motors, would soon be destroyed. Codfish that are heavy with spawn seldom bite at a hook, and for this reason the spawn months used to be dull with the fishermen.

About six years ago nets began to be used in Maine waters. They had been used previous to this in Massachusetts waters, and before that in the Great Lakes.

A couple of fishermen with another man to jog the boat along while they are setting and hauling nets, will handle 40 nets set four in a string. These nets are about 150 feet long.

During the time the netters fish in the winter and spring, the fish commission steamer Gannett pays daily visits to the fleet off the shore and collects the eggs. The Gannett was formerly the steam yacht Carita, owned by A. H. Davenport of Boston, and is employed along the Maine coast collecting seed lobsters. But lobsters become a secondary consideration when the netters are hauling in the female cod off Seguin. Every day the fishing steamer visits the island at the mouth of the Kennebec, so every day the fishing steamer visits the fleet, gathering all the spawn possible, and takes it to the United States hatchery at Boothbay harbor, where it is cared for until the young cod grow large enough to care for themselves, when they are liberated on the grounds.

Before the hatchery at Boothbay harbor was established, the eggs from spawn fish caught along the Maine coast were lost. The government has spent thousands of dollars on this hatchery, and has succeeded in interesting the fishermen in its work.

## Portland Fish Notes.

The fish houses on Commercial and Central wharves were the scenes of great activity Wednesday, for all through the day vessels well laden were coming in from the fishing grounds, the total receipts footing up over 150,000 pounds, one of the largest results from a single day's fishing known here for quite a while. The skippers report weather conditions yesterday good for fishing, rather cold off shore, with a moderate sea running. All danger of a scarcity of fish in this market has been averted, as the heavy receipts yesterday, together with those of Tuesday, will enable the dealers to meet all demands for a week at least. In addition to the large fleet of schooners coming in yesterday the boat fishermen were in with good fares, their catch amounting to about 15,000 pounds. As a result of the big stock prices have fallen somewhat from those ruling of late, but the fishermen are still making good money.

The arrivals were:

Schs. Albert W. Black, with 10,000 lbs. fish; George H. Lube, 10,000; A. P. Parkhurst, 2000; Eva & Mildred, 10,000; Wesley Sinnett, 9000; Robert and Carr, 16,000; Bernie and Bessie, 2000; Albert D. Willard, 7000; Edmund F. Black, 3000; Mineola, 10,000; Marjie Turner, 10,000; Mary E. Sinnett, 4000; Lochinvar, 7000; Fanny Hayden, 7000; sloops Isabel Parsons, 4000; Pantooset, 7000.

A fisherman who had come in during the day in a schooner lying at Central wharf and who had been sampling the stuff sold in bottles on Commercial street, came down the wharf about 6 o'clock Wednesday afternoon in a hilarious condition and notwithstanding the cautions of his companions made a mis-step and went into the dock. It being low tide the man fell a distance

Dec. 31.

# FOUR VESSELS, FORTY-SEVEN MEN

## Ocean's Toll For Year From Gloucester's Leading Industry.

## Losses Much Below the Average of Previous Years.

With the close of another year the Times published as usual a resume of the loss of lives and vessels in the fisheries from this port during the year, giving as far as ascertained the names of the men, their ages and places of birth, whether married or single with the number of children left fatherless, and any other matter of interest connected with their death.

As has been the usual custom, the list includes the men who were lost from their vessels by falling or being knocked or washed overboard, or who met their death by going astray from their vessel in fog or snowstorm and were never again heard from, those drowned by disaster to their crafts, those drowned while attempting to board their vessels, those dying on shipboard from natural causes, and those who while claiming Gloucester as their place of residence were temporarily employed engaged in fishing on board vessels from other ports.

Another year has passed, making the sixth in succession, in which it has not been necessary to record the word "missing" against any vessel of the fleet until the anxious watchers have given up all hope of the return of their loved ones and the belief has become fixed that vessel and men would never again return to port.

## Twenty-two Men Were Lost from Three Vessels.

Included in the list, however, are a portion of three crews, one of 11 men who met their death by the capsizing of their schooner, six who strayed from their vessel in a snowstorm and were unable to reach port or any other craft, and five men who shipped temporarily in the red snapper fishery from Pensacola, Fla., and whose craft sailed from port and was never heard

from, having probably foundered in a gale.

The names of three Bay of Islands fishermen are also included, who, while they have never claimed Gloucester as their residence were in fact at the time of their death regularly enrolled as members of the crew of a Gloucester schooner, their names being entered upon the shipping papers in proper form.

## Total Loss Was Four Vessels and 47 Men.

The total number of vessels lost during the year was four, an increase of one over the preceding 12 months, with a total tonnage of 503 tons gross and 369 tons net and a total valuation of \$36,500 upon which there was insurance of \$28,287, all of which was placed with the Gloucester Mutual Fishing Insurance Company. One vessel was lost in the Cape Shore mackerel fishery, one in the salt bank codfishery and one in the salt herring fishery.

The total number of men reported drowned during the year was 47, leaving 12 widows and as near as can be estimated about 25 fatherless children. Of the lost men, 11 were drowned by the capsizing of their schooner, 12 went astray in their dories on the banks and were never heard from, five were lost by the foundering of their vessel, six fell or were knocked overboard and two fell overboard accidentally from their vessels, three were drowned by the capsizing of their dories while visiting their trawls, three were drowned by the swamping of their boats, two were drowned while

boarding their vessel, two died on shipboard from natural causes, and one man fell overboard from his dory.

The number of vessels lost in 1908 was three, with a total 262 tons gross and 195 tons net, having a valuation of \$22,000, on which there was an insurance of \$17,500. The total number of men reported drowned during the year was 62, leaving 14 widows and 46 children.

The losses of lives and vessels during the year were as follows:

## Four Vessels Were Total Losses.

Sch. Hattie M. Graham, 74 tons gross, 48 tons net built at Essex in 1891, and owned by Thos. Hodge, one of the Cape Shore mackerel fleet, went ashore at Bauline Cove, near Louisburg, C. B., June 15, and proved a total loss. Valued with her outfit at \$7500 and insured by Gloucester Mutual Fishing Insurance Company for \$4286 on the vessel and \$1000 on the outfit. Crew saved.

Sch. Orinoco, 120 tons gross, 85 tons net, built at Essex in 1902, and owned by the Gorton-Pew Fisheries Company, engaged in the salt bank trawl codfishery, capsized off Sambro, N. S., August 18, six of her crew being saved and 11 drowned. Valued with outfit at \$12,000 and insured by the Gloucester Mutual Fishing Insurance Company for \$6212 on the vessel and \$3000 on the outfit.

Sch. Henry M. Stanley, 118 tons gross, 83 tons net, built at Essex in 1890, owned by Orlando Merchant, went ashore at Birchy Clive, Bay of Islands, N. F., December 1, while on a salt herring trip. Valued at \$9000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3844 on the vessel and \$4000 on the outfit. Crew saved.